

## COMFORT FOR LABOR.

Report of Pullman Strike Commission is Made Public.

Workmen Have a Right to Combine as Well as Others.

MANAGERS ARE SCORED

Establishment of a Permanent Commission Recommended.

CHICAGO, Nov. 13.—The United States government report on the great railway strike in connection with the Pullman trouble was made public yesterday. The report, which is signed by the federal labor commissioner, Carroll D. Wright, and his fellow investigators, John D. Kernan, of New York, and Nicholas B. Worthington, of Illinois, is addressed to President Cleveland and abounds in passages which will attract wide attention, particularly the portion referring to the now famous General Managers' association, the organization of high railway officials that encompassed the memorable defeat of the American Railway union.

The report says the capitalization of the twenty-four railroads directly represented in the General Managers' association was \$2,108,552,617. The number of employees was 221,007. The commission continues:

"This voluntary unincorporated association was formed in 1888. In its constitution the object of the association is stated to be 'the consideration of problems of management arising from the operation of railroads terminating or centering at Chicago.'"

"It further provides that all funds needed shall be raised by assessment divided equally among the members. There are no limitations as to consideration of problems of funds, except the will of the managers and the resources of the railroad corporations."

"Until June, 1894, the association's possibilities as a strike fighter and wage arbiter lay rather dormant. Its roads fixed a 'Chicago scale' for switchmen, covering all lines at Chicago. In March, 1893, the switchmen demanded more money from the General Managers' association, concluded his reply as follows: 'The association approves the course taken by your body and desires to deal fairly with all employees, and believes that our switchmen are receiving due consideration.'"

"This seems to show," the report says, "that employees upon association roads are treated as under subjection to the General Managers' association," and the report after detailing the action of the association in establishing agencies for employing men, adds: "This was the first time when men upon each line were brought sharply face to face with the fact that in questions as to wages, rules, etc., each line was supported by twenty-four combined railroads. This association likewise prepared for its use elaborate schedules of the wages paid upon the entire lines of its twenty-four members. The proposed object of these schedules was to let each road know what other roads paid. Finding that the men upon some lines were increased in pay, the association endeavored to equalize the wages paid elsewhere, a committee of the association prepared and presented a uniform schedule for all membership roads. It was deemed wise not to act upon the report. It was distributed to members in November, 1893. This distribution alone, the report says, was to be used with efficiency as an 'equalizer.' As the result during 1893—it being then well understood that as to wages, etc., it was an incident of the General Managers' association to 'assist' each road in case of trouble over the wages paid, the effect of assistance being for the association to secure men enough through its agencies to take the places of all strikers—reductions were here and there made on the different roads. The tendency and effort apparently being to equalize the wages paid."

"It is admitted that the action of the association has great weight with outside lines, and thus tends to establish one uniform scale throughout the country. The further single step of admitting lines not running into Chicago to no more standing in law than the old trunk line pool. It cannot corporate because railroad charters do not authorize roads to form corporations or associations, to fix rates for services and wages, nor to force their acceptance, nor to battle with strikers. It is usurpation of power not granted. If such an association is necessary from a business or economic standpoint the right to form and maintain it must come from the state that granted its charter. Railroads set the example of Union."

"It should be noted that, until the railroad employees were never attempted. The unions had not gone beyond enlisting the men upon different systems in separate trade organizations. These neutralize and check each other to some extent, and have no such scope or capacity for good or evil as is possible under the universal combination idea inaugurated by the railroads and followed by the American Railway Union. The refusal of the General Managers' Association to recognize and deal with such a combination of labor as the American Railway Union seems arrogant and absurd when we consider its standing before the law, its assumption and its past and obviously contemplated future action."

"The Great Pullman Strike. Taking up the subject of the Pullman Palace Car Company, the report says: 'This is a corporation organized in 1867, with a capital stock of \$1,000,000. It has grown until its present paid up capital is \$36,000,000. Its prosperity has enabled the company for over twenty years to pay two per cent quarterly dividends, and, in addition, to lay up a surplus of nearly \$25,000,000 of undivided profits.'"

"Speaking of the towns of Pullman, of which the report states the company is owner and landlord, the commission says: 'The Gospel Comes High at Pullman. The principal church and its parsonage are very attractive structures, but are not often occupied because the rental required is higher than any church society is willing to pay to obtain gospel privileges to be secured thereby. In the arcade is a tasteful library of books, carefully selected and cared for by the company. Three dollars per year is charged for its use, and as many as 200 persons a year out of from 1,000 to 5,000 employees and residents have access to it. During all of this period, it is possible that the air of business strictly maintained there, as elsewhere, and their exclusion from any part in its management, prevent more universal and grateful acceptance of its advantages by employees. As a rule, people, even when employees prefer independence to paternalism in such matters.'"

"Some witnesses swear that at times for the work done in two weeks they received in checks from four cents to \$1 over and above their rent. The company has not produced its checks in rebuttal. During all of this reduction and its attending suffering none of the salaries of the officers, managers or superintendents were reduced. Reductions in these would not have been so severely felt, would have shown good faith, would have relieved the harshness of the situation and would have evoked genuine sympathy with labor in the disasters of the times."

"The company's selfishness. In its statements to the public which are in evidence, the company represents that its object in all it did was to continue operations for the benefit of its workmen and of tradespeople in and about Pullman, and to save the public from annoyance of uninterrupted travel. The commission thinks that the evidence shows that it sought to keep running mainly for its own benefit as manufacturer; that its plant might not rust; that its competitors might not invade its territory. If we exclude the esthetic and sanitary features at Pullman, the rents there are from twenty to twenty-five per cent higher than rents in Chicago or surrounding towns for similar accommodations. The esthetic features are admired by visitors, but have little money value to the employees, especially when they lack bread."

"Employees' Demand Not Justifiable. The demand of the employees for the wages of June, 1893, was clearly unjustifiable. The business of May, 1894, could not pay the wages of June, 1893. Reduction was carried to excess, but the company was hardly to be faulted therein than were the employees in insisting upon the wages of June, 1893. There was little discussion as to rents, the company maintaining that its rents had nothing to do with its wages and that its revenues from its tenants was no greater than it ought to receive."

"The company had a legal right to take this position, but as between man and man the demand for some rent reduction was fair and reasonable under all the circumstances. Some slight concession in this regard would probably have averted the strike, provided the promise not to discharge men who served upon the committee had been more strictly regarded. The strike occurred on May 11 and from that time until the soldiers went to Pullman, about July 4, 300 strikers were employed by the company's property, professedly to guard it from destruction or interference."

"The Blame for the Strike Placed. 'The policy,' the report says, 'of both the Pullman company and the Railway Managers' association, in reference to the applications to arbitrate, closed the door to all attempts at conciliation and settlement of differences. The commission is impressed with the belief, by the evidence and by the attendant circumstances as disclosed, that a different policy would have averted the loss of life and great loss of property and wages occasioned by the strike.'"

"The report declares the arrival of troops at Chicago was opportune and says 'that policemen sympathized with strikers rather than with the corporation cannot be doubted, and would it be surprising to find the same sentiment rife among the military. These forces are largely recruited from the laboring classes. Indeed, the danger is growing that in strike wars between corporations and employees, military duty will ultimately have to be done by others than volunteers from labor ranks.'"

"United States deputy marshals to the number of 3,000 were selected by and appointed at the request of the General Managers' association and of its railroads. They were armed and paid by the railroads and acted in the double capacity of railroad employees and United States officers. While operating the railroads they assumed and exercised unrestricted United States authority when so ordered by their employers, or whenever they regarded it as necessary. They were not under the direct control of any government official while exercising authority. This is placing officers of the government under control of a combination of railroads. It is a bad precedent, that might well lead to serious consequences."

"There is no evidence before the commission that the officers of the American railway union at any time participated in or advised intimidation, violence or destruction of property. From the testimony it is fair to conclude that strikers were concerned in the outrages against the law and order, although the number was undoubtedly small, as compared with the whole number out."

"In conclusion the report says: 'Since the question has grown to the wisdom of avoiding disputes by conciliation, and even of settling them by arbitration, why should capital and labor in their dependence upon each other persist in cutting each other's throats as a settlement of differences? Official reports show that much progress has been made in the more sane direction of conciliation and arbitration even in America. Abroad they are in advance of us in this policy.'"

"The commission reviews at length and comments on the evidence and recommends that a permanent commission be appointed to hereafter deal with labor difficulties. 'The commission would suggest the consideration by the states of the adoption of some system of conciliation like that, for instance, in Massachusetts, and reinforced by additional provisions, giving the board of arbitration more power to investigate all strikes, whether requested to do so or not, and the question might be considered as to giving labor organizations a standing before the law, as the law suggested for national trades unions. 'Contracts requiring men not to join labor organizations or to leave them as conditions of employment should be made illegal, as is already done in some of our states.'"

"The commission urges employers to recognize labor organizations that such organizations be dealt with through representatives, with special reference to conciliation and arbitration when difficulties are threatened or arise. It is satisfied that employers should come in closer touch with labor and should recognize that while the interests of capital and labor are not identical they are reciprocal. 'The commission is satisfied that if employers everywhere will endeavor to act in concert with labor; that if, when wages can be raised under economic conditions, they be raised voluntarily, and that when there are reductions reasons be given for the reduction much friction can be avoided. It is also satisfied that if employers will consider employees as thoroughly essential to industrial success as capital, and thus take labor into consideration at proper times, much of the severity of strikes can be tempered and their number reduced.'"

"Like Tennison's 'Brook' the increase of sales of Dr. Price's Baking Powder promises to 'go on forever.' SCHAEFER GETS THE FIRST He Wins the Opening Game by Running It Out in the Seventh Inning. NEW YORK, Nov. 13.—The six-day billiard match between Jacob Schaefer and Frank C. Ives began last night at Madison Square Garden. The match is for \$3,000, at 14-inch ball line, the anchor nurse being barred. The game is one of 6,000 points, 600 points being played each night. The attendance was not large and play began at 8.25. P. J. Schofield was marker and Captain of the Chicago Base Ball club acted as referee. Schaefer ran the game out in the seventh inning by a score of 600 to 358. Score—Schaefer—0, 13, 3, 0, 106, 1, 20, 22, 37, 42, 108, 7, 67, 45, 0, 1, 120. Total, 600. Average, 35.8-17. Ives—30, 3, 38, 64, 25, 0, 4, 1, 153, 76, 2, 80, 26, 1, 35. Total, 568. Average, 35.8-16.

CHILDREN IN A FIRE. The Public School Building at Windsor, Missouri, totally destroyed. SEDALIA, Mo., Nov. 13.—The public school building at Windsor, Mo., was totally destroyed by fire at 10 o'clock yesterday morning. It was an eight-room brick structure, valued at \$30,000 and was insured for \$5,000. The building was filled with 500 pupils at the time, many of whom had narrow escapes.

The fire started from the furnace in the basement and was well under headway before discovered. The children were compelled to abandon all their wraps in the cloak rooms as well as their books. Walter E. Fink, a teacher, was compelled to jump from a second story window and was badly injured. May Barnman, a 13-year-old girl, ran into the burning building to secure her books. She was overcome with smoke and fell to the floor. One of the teachers rescued her.

Sewell Will Succeed McPherson. CAMDEN, N. J., Nov. 13.—According to a table published in the Courier, General Sewell's election to succeed McPherson is assured.

How the Treasury Stands. WASHINGTON, Nov. 13.—The cash balance in the treasury yesterday was \$104,383,155; gold reserve, \$92,907,243.

Rudy's Pile Suppository is guaranteed to cure Piles and Constipation, or money refunded 50 cents per box. Send for circular and free sample to Martin Rudy, Lancaster, Pa. For sale by all first-class druggists, and in Topeka by W. R. Kennedy, corner Fourth and Kansas avenue.

Silver Leaf vinegar remains in the front. It is the best table and pickling vinegar. Ask your grocer for it and take no other. It is the cheapest.

The STATE JOURNAL's Want and Miscellaneous columns reach each working day in the week more than twice as many Topeka people as can be reached through any other paper. This is a fact.

The Daily STATE JOURNAL prints all the news. Rock Island Playing Cards. No. 601 Kans. Ave.

If the hair is falling out or turning gray, requiring a stimulant with nourishing and coloring food, Hall's Vegetable Sicilian Hair Renewer is just the specific.

## SHOT FROM HIS HORSE

Masked Men Rob a Bank at Sylvan Grove, Kan.

Three of Them Hold Up the Cashier at Noon.

ONE ROBBER KILLED.

The Cashier Shot Him and His Comrades Finish Him.

KANSAS CITY, Mo., Nov. 13.—Dispatches from Salina and Ellsworth, Kan., tell of a daylight bank robbery at Sylvan Grove, a little town on a branch of the Union Pacific road near Hutchinson, and forty miles from Salina, that is without parallel for boldness and unique features. According to the Salina story, just at noon, and while very few people were on the street, three men with masked faces and armed with Winchester, rode rapidly up the main street and halted in front of the City bank. All dismounted, and while one of the men went inside the other two remained guard. Covering the cashier, who was alone in the bank, the robber demanded what money there was, and said he wanted it quick. The money came forthwith and the bandit ran out into the street and joined his comrades.

While in the act of mounting the robbers were fired upon by the cashier. One of the bullets lodged in the back of the nearest outlaw. Although badly wounded he managed to mount and all three rode rapidly away.

Loss of blood soon exhausted the wounded man, and after riding a mile he fell to the ground in a dying condition. The other two men realizing that exposure would follow if the wounded member of the gang was captured, concluded to make short work of him, and both fired a bullet into his body, killing him instantly. Leaving him in the road where he had fallen they rode rapidly away.

Pursuing parties started from Sylvan Grove shortly after the raid, and it is thought the gang was headed for a rendezvous in the northern part of Russell county. The amount of money taken could not be learned.

President Cleveland's suggestion of arbitration of labor disputes gives general satisfaction. According to the White House chief he also appreciates the results of cooking with Dr. Price's Cream Baking Powder.

BANDITS' QUICK WORK. It Took Them Just Fifteen Minutes to Rob a 'First Train Near Monett.

MONETT, Mo., Nov. 13.—The St. Louis and San Francisco train No. 1, due here at 7:50 p. m., was held up and the express car robbed three miles east of this city at 7:30 o'clock last evening. Your correspondent was a passenger on the train and an eye witness to the bold and successful robbery, which was committed in a deep and lonely cut.

At Verona two masked men boarded the tender of the engine and concealed themselves until the heavy grade and deep cut was reached. When they sprang out their hiding place, covered the engineer and fireman with Winchester, and commanded them to stop the train. The command was promptly obeyed. Climbing over the tender into the cab the bandits marched the engineer and fireman to the baggage car and commanded them to open the door.

Messenger Chapman, by this time aware of the robbery, refused to comply, when in a loud tone of voice, the bandits, threatened to blow up the car with dynamite, and, with true determination and in regular Bill Cook style, produced a stick of dynamite and were just in the act of putting it to use when Engineer Stevenson called to the messenger and implored him to open the door, which was done. The bandits entered the car, plundered it and, in full view of the passengers, clubbed over the hill and made their escape. It was a successfully planned hold-up, which required just fifteen minutes.

When the train came to a sudden stop the clear report from a Winchester rang out upon the air, and every passenger on the train knew what it meant. A second later four bandits who wore red bandana handkerchiefs over their faces joined the comrades at the express car, and their job was begun. 'No shooting goes,' exclaimed the leader. 'Heads back, there, heads back there.' The bandits and those who dared to look out of the car window obeyed without a second warning. Conductor Wightman hastily passed through the train and warned the passengers to conceal their valuables. Women and children were panic stricken, and men hastily concealed watches and money. Passengers took refuge under seats, behind doors and some retired to the Pullman sleepers to the rear of the train.

After fifteen minutes of terrible suspense at the muzzle of a gun the engineer and fireman were marched to the cab of the engine and commanded to back the train a quarter of a mile from the scene of the robbery. A second report from a Winchester was a signal for the engineer to pull out his train and the robbery was an end.

Messenger Chapman succeeded in hiding all the money save \$300 in currency, which he handed over to the robbers. Two of the gang climbed the steep hillside and joined the gang in waiting in the woods. As they ascended the rocky hillside the gleaming barrels of their guns were plainly visible to the terrorized passengers. The train pulled to Monett twenty minutes late and the news spread like wildfire. A posse was formed, but for want of a leader failed to pursue the bandits, who are supposed to be none other than Bill Cook's notorious gang.

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Center Tables in Oak, Mahogany, Curly Birch and Bird's Eye Maple—\$5, \$10, \$12, \$14 and up. Sideboards, Polished Oak, \$12, \$14 and up. High Back Dining Chairs, 75c, \$1.00 and up. We are not closing out a few old styles, unsaleable Baby Carriages, but keep a full line all the year round, fresh new ones of the latest styles that are arriving every week at—\$4.50, \$5.00, \$7.50 and up.

We carry a full line of Flat Top and Standing Desks and Office Tables in all sizes. Fifty styles of Office Chairs and Stools, at lower prices than the same quality can be bought anywhere else in the state.

510 Kans. Ave. REED & TOMLINSON, Folding Chairs and Tables to Rent. Bell Telephone 350.

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DESCRIPTION.	PRICE NEW.	BARGAIN PRICE.
1894—Victor Flyer, with steel rims. Weight about 29 pounds.	\$125.00	\$85.00
1894—Columbia, Mod. 24, steel hollow rims, clincher tires. Used only one week and ridden only 50 miles, can't be told from new. Weight 30 pounds.	\$125.00	\$100.00
1894—Cleveland No. 12. Weight 23 pounds. Wood rims, narrow tread. The finest wheel ever built. This wheel only used by Morris Stevens on track, and has new tires.	\$150.00	\$110.00

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For rates and full information address J. E. Lockwood, G. P. A., Kansas City, Mo.

The STATE JOURNAL's Want and Miscellaneous columns reach each working day in the week more than twice as many Topeka people as can be reached through any other paper. This is a fact. For instance, Mrs. Chas. Rogers, of Bay City, Mich., accidentally spilled scalding water over her little boy. She promptly applied Dr. Witt's Witch Hazel Salve, giving instant relief. It's a wonderful good salve for burns, bruises, sores, and sore cure for Piles. J. K. Jones.

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